

Marathon Petroleum Company, LLC
Pig's Eye Rail Yard Project

Requested additional Information to the Emergency Response Plan:

Rail Car stored product information:

Rail Cars containing product:

Liquid Propane Gas (typically butanes) – Reference MSDS ID NO.: 0105MAR019

NFPA rating: Health-1, Flammability-4, Instability-0,

Properties: A product release would result in evaporated vapors which possess a fire hazard. Due to being a vapor at ambient conditions, the risk of ground water impact is minimal. Product is stable at ambient conditions.

Ethanol (95% concentration) – Reference MSDS ID NO.: 0153MAR019

NFPA rating: Health-1, Flammability-3, Reactivity-0

Properties: A product release would result in a liquid spill that has a fire potential. The fire potential and ground water impact potential both existing. Product is stable at ambient conditions.

Rail Cars that are empty and only have residual product:

Molten Sulfur – Reference MSDS ID NO.: 0111MAR019

NFPA rating: Health-1, Flammability-1, Reactivity-1

Properties: Product will cool and solidify at ambient conditions with minimal risk to ground water impact. Care should be taken to avoid hydrogen sulfide exposure and thermal burn potential prior to product solidification. Material is stable at ambient conditions.

Asphalt Binder – Reference MSDS 0142MAR019

NFPA rating: Health-2, Flammability-1, Reactivity-1

Properties: Product will cool and solidify at ambient conditions with minimal risk to ground water impact. Care should be taken to avoid thermal burn potential prior to product solidification. Material is stable at ambient conditions.

Asphalt Flux – Reference MSDS 0108MAR019

NFPA rating: Health-, Flammability-1, Reactivity-1

Properties: Product will cool and solidify at ambient conditions with minimal risk to ground water impact. Care should be taken to avoid thermal burn potential prior to product solidification. Material is stable at ambient conditions. Very similar to asphalt binder properties.

Marathon Rail Yard – Pigs Eye Mississippi River Flooding Monitoring

Purpose: The following outlines steps Marathon will follow to monitor the Mississippi River elevations during potential flooding periods to aid in determining if the relocation of railcars is required.

❑ Marathon Rail Fleet

- During potential flooding conditions (e.g., spring thaw, heavy rain, etc.), the river elevation will be monitored via one or more of the following:
 - Media. Prior to and during flooding events, significant media coverage will likely occur. Media sources will typically include river crest prediction information at various river locations.
 - US Geological Survey web page (www.usgs.gov). It has been noted that flooding events in recent history have all occurred during the month of April or soon after. Therefore, come early march, the Mississippi River water level data which is updated daily at <http://water.usgs.gov/waterwatch/?m=flood&w=map&r=mn>, will be monitored by Marathon. The daily data will be taken and compared to previous flood and non flood years so that any trends that may signal potential flooding will be easily noticed.
 - The river monitoring will be real time gaging data from the Mississippi River at St. Paul, MN.-USGS station no.05331000. This point is where Smith Avenue crosses the Mississippi River in St. Paul.
- The refinery will contact Canadian Pacific Railway when the seven day forecasted river cresting predictions furnished by the USGS nears its flood stage (i.e., EL 697.6 MSL) at St. Paul. According to the USGS, flood stage at St. Paul is 14' above the gage datum of EL 683.6' MSL. The lowest track elevation (top of rail) at the Marathon rail yard is EL 700' MSL.
- Marathon and CPR will develop a plan to relocate some or all of the railcars. The plan may include further river monitoring or other criteria that will determine the actual need to relocate the railcars, relocation sites, and relocation schedules.